

Financial,  
Manufacturing,  
Real Estate.

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# The Times



# Dispatch

Want Ads.,  
Agriculture,  
Commerce.

RICHMOND, VA., SUNDAY, JULY 3, 1910.

PRICE FIVE CENTS.

## REAL ESTATE AND BUILDING NEWS

Midsummer Dullness,  
but Not So Awfully Dull  
as Might Be Expected.

### PLANTERS BANK GETS IN LIMELIGHT

Big Deal Involving Industrial Development—An Automobile Factory May Be Coming to Greater Richmond—Local Real Estate Men at Gettysburg.

The activity in real estate circles for the past week was confined very largely to the rental agents. Notices and counter-notices have been given, and the rent signs that are on the houses throughout the city and in the suburbs are too numerous to mention. A yellow or a white card bearing a "For Rent" sign nailed up on the side of the house does not always mean that the tenant is going to vacate or that the house is really for rent. Oftener than otherwise it simply means that the tenant and the rental agent or the owner, as the case may be, are "sparring for points," as the special artists who report prize-fights would express it. The tenant always believes he ought to have the same premises for less money the coming year than he paid the past year, and the agent or the owner invariably thinks the rent ought to be advanced. So both give the legal notice, which simply leaves both sides on negotiating grounds for a while, say from sixty to ninety days. That, in the main, is the meaning of rent signs, and while they are posted the rental agent is on the lookout, and in a way is kept pretty busy. For the past week they have been mightily busy negotiating, etc.

**Big Deal That Counts.**  
Otherwise the real estate business was rather dull. Including suburban transactions, the sales for the past week did not run much, if any, over \$100,000. However, a big deal, which involves not a little of real estate, came to a final head during the week, although it could hardly be added to the amount named above as a part of the week's transactions, because of the fact that it has been on the string for some time and was really consummated several weeks ago.

All of the interested parties are reticent, but somehow facts will occasionally leak out, and here they are as they got through the "hole in the wall." The Lancaster Automatic Railway Company bought out the Richmond Iron Works and all of their real estate located on the Boulevard, near the State Fair Grounds, the consideration being \$85,000, a large proportion of which went for the real estate holdings. It is rumored that McCurdy & Johnson, a well known real estate firm, put the deal through. It is also rumored that this deal will result in the merging of the two concerns under the firm name of "The Richmond Iron Works Corporation," a concern that has command of ample capital to make a big deal in the commercial and manufacturing circles of Greater Richmond. It is yet a secret, but nevertheless a fact, that the company not only purposes to manufacture the goods heretofore marketed by the two companies that have become one, but in addition they will become automobile manufacturers. The fact is that this purpose has so far materialized that the name of the motor car proposed to be made here and put on the market has been named "The Greater Richmond," and a good enough name it is.

**Planters' Bank Buys Property.**  
The next biggest deal of the week put the Planters' National Bank in the limelight as an investor. The property 1204 East Main Street, owned by the estate of the late George W. Anderson, and located next door to the bank building, came on the market. For reasons satisfactory to the board of directors it was deemed advisable for the bank to own the property, and so it was bought for \$21,000 cash. As soon as it was known on the street that the Planters' National had bought this adjoining property there were all kinds of rumors about skyscrapers and enlargements of the bank building. There was little or nothing in the rumors. The bank bought merely as an investment, and there is at present no thought of changing the conditions of the property. Douglas E. Taylor, real estate agent, handled this deal.

**More Building Lots.**  
Another transaction of the week that is of more or less interest was the purchase of 400 feet of vacant property on the north side of Hanover Street, between Cleveland and Tilden Streets, the same being at once surveyed and cut up into building lots to be put on the market. Amos & Poindeux are the handlers of this property. It is understood that it took about \$15,000 to put the deal through.

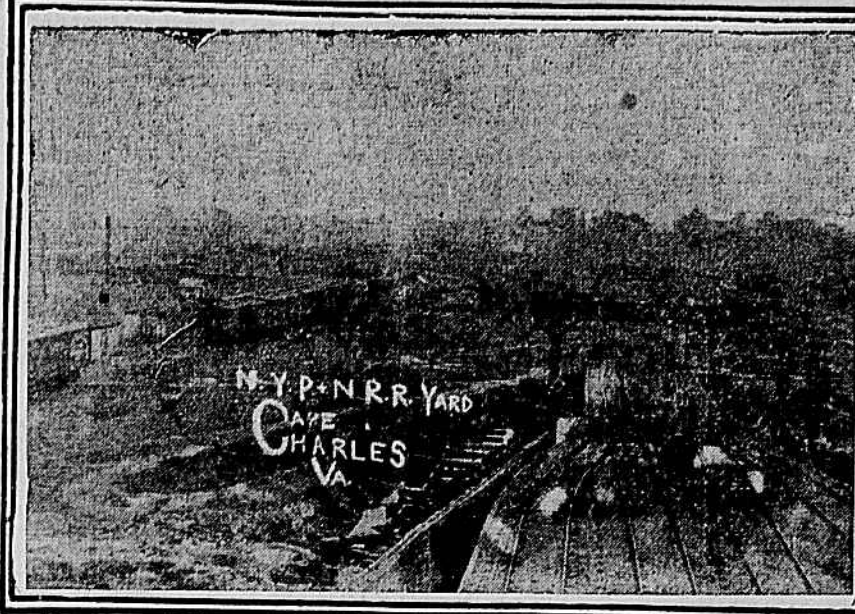
The W. E. Purcell, Jr., Company turned over some dirt during the past week, at least so it is reported. Including \$18,500 of business property and a house and lot on Addison Street their sales are said to have footed up close to \$23,000.

N. W. Bowe & Co., Richeson & Crutchfield, Seldon Taylor & Co., E. A. Catlin & Co., and Vaughan & Williams are among other agents who are reported to have helped not a little to keep the week from being awfully dull, but the details of their various transactions are for obvious reasons lacking.

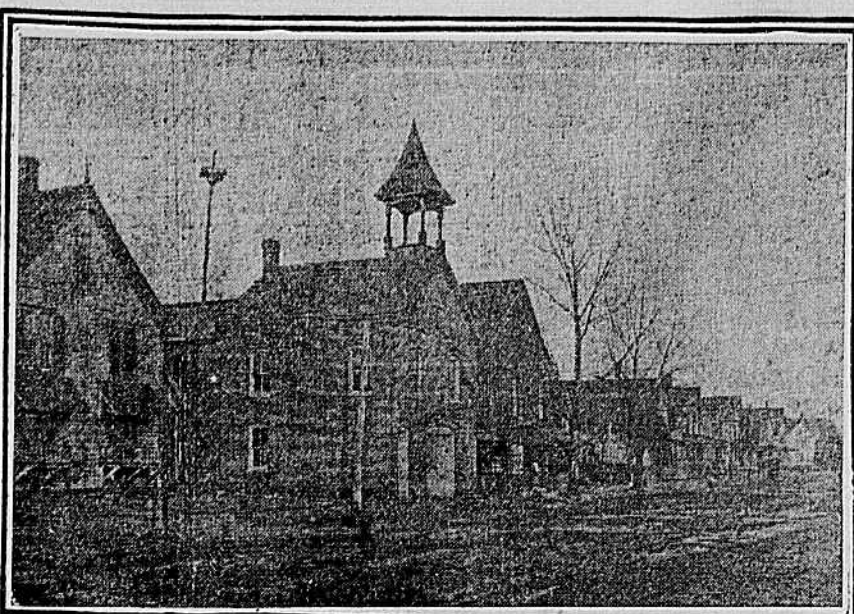
**What Suburbanites Say.**  
Activity in the suburbs has suffered something of a midsummer setback; that is to say, the agents who handle this class of property are resting a little on their oars. The spring season is their big time, and when the July sun begins to shed its radiance they are satisfied to keep quiet and watch the work of the builders and contractors who are erecting homes on the lots that were sold in the sweet spring time and figure on the better price they will get for adjoining lots the next spring.

In this respect the suburban agents are having a lot of fun just now, for the probability is that there never was

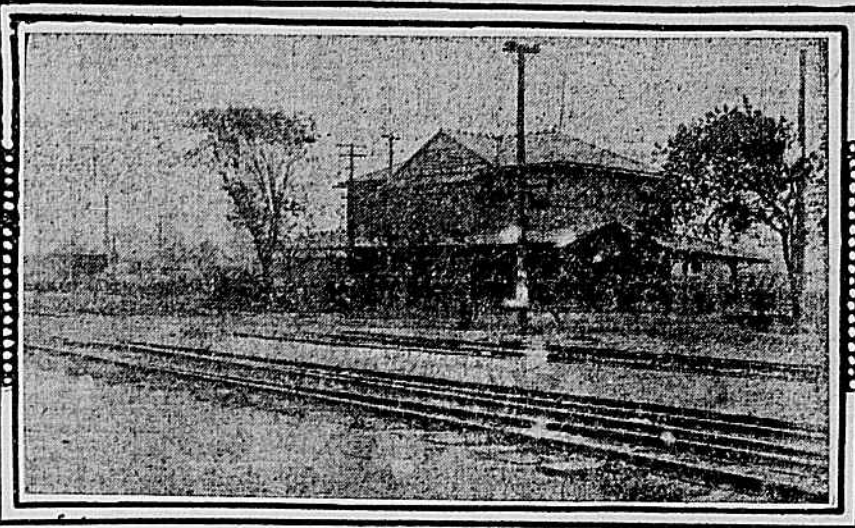
## SCENES IN CAPE CHARLES



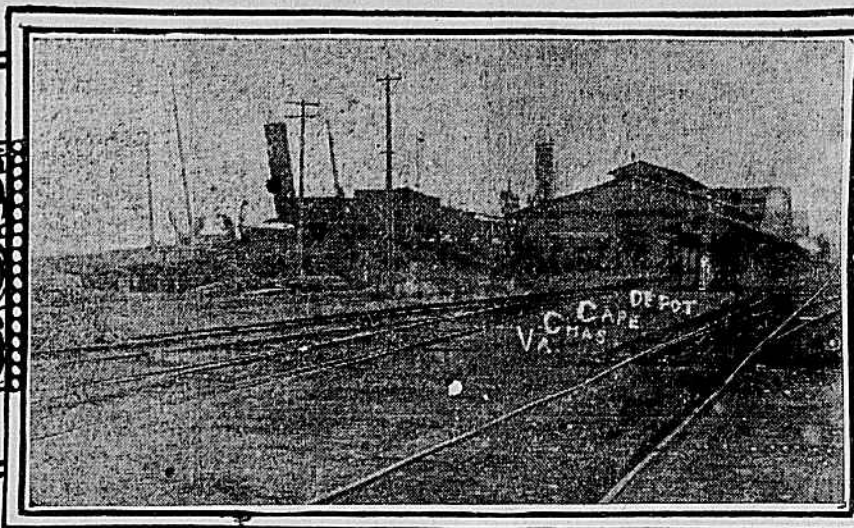
RAILWAY YARDS.



ONE OF THE OLD STREETS.



RAILWAY HEADQUARTERS.



RAILWAY DEVELOPMENT.

## JUNE PROVES BUSY MONTH IN SOUTH

New Industries Reported for the  
Virginias and North Carolina.

Chattanooga, Tenn., July 2.—With the end of the month there are indications of strengthening in the iron markets of the South and a revival of new construction of railroads in this section, which mean much for business conditions during the summer just now on. The year has been a good one thus far, in spite of adverse circumstances, and especially has the era of building kept up the pace set in the earlier months. From the accompanying list of new industries established in the South during the week ending Wednesday, as reported to The Tradesman, it is seen that the last week of June is in the active class by a large majority. Analysis of the list indicates that the larger investments are in lines which mean the development of natural resources of the several States, especially in lumber and mineral sections. The list authorized for the Virginias and North Carolina by the Tradesman is as follows:

- Virginia.**  
Bristol—\$10,000 automobile company.  
Chase City—\$10,000 publishing company.  
Clarendon—\$50,000 publishing company.  
Eastville—\$15,000 oyster company.  
Falls Church—\$1,000,000 railway company.  
Huntington—\$30,000 oil and gas company.  
Norfolk—\$200,000 manufacturing company; plumbing company.  
Petersburg—\$25,000 nursery company.  
Richmond—\$25,000 motor company.  
Roanoke—Laundry; \$500,000 bank.  
**West Virginia.**  
Alexandria—Railroad company.  
Clarksburg—\$20,000 laundry.  
Sullivan—\$35,000 mines.  
Wheeling—\$25,000 realty company.  
Welch—\$300,000 lumber company.  
**North Carolina.**  
Charlotte—\$50,000 gas machine company.  
Concord—\$100,000 milling company.  
Elizabeth—Lumber company.  
Greensboro—\$1,000,000 manufacturing company.  
Mount Gilead—\$125,000 cotton oil company.  
New Bern—\$15,000 medicine company.  
Oxford—\$10,000 lumber company.  
Vadsworth—\$100,000 development company.  
Wilmington—Woodpulp paper company.

### PROSPECTING FOR OIL.

**Business Men in Farmville Section Think Outlook Is Bright.**  
[Special to The Times-Dispatch.]  
Farmville, Va., July 2.—Great interest is being taken in the project on foot to bore in this section for oil and gas. Expert opinion is to the effect that Prince Edward, Buckingham, Cumberland, and indeed, all the surrounding counties, will produce oil and gas, and so enthusiastic have some of the local citizens become that the capital for prospecting is being easily raised. At a representative meeting of farmers and business men, it was agreed that if there was a failure to find oil, it was a certainty that flowing wells of water would amply reward them; and, if only water was secured, it would mean the dawn of a new day for the community. A company already organized for the purpose of looking for oil has taken leases on many farms in Buckingham, and it is expected by those in charge that the boring will be commenced in a few weeks.



CITY'S WATER SUPPLY.

## LEAF DEALERS AWAIT NEW TOBACCO CROP

Last Season's Growth Sold Out and Is Now in  
Hands of Manufacturers and Consumers.  
Farmers Satisfied With Prospects.

The tobacco men are having a real holiday, that is, the warehouses and men who deal in the loose leaf are. It is true that they are not especially in need of rest, and a majority of them would rather not have a holiday, but they are forced to it for the simple reason that the tobacco crop of last year has been sold out, and all the leaf that grew upon the soil of Virginia and the Carolinas, the greatest tobacco growing lands of the world, is now in the hands of the manufacturers and consumers. There is nothing for the leaf dealers to do but to await a time with patience until a new crop is ready to be marketed.

The prospects for a big crop that will keep them busy in the days that are yet to come are much better than they were a week ago. All of the reports that come in from the farms are to the effect that the good growing weather which followed the rains has vastly improved conditions, and the crop on the hills is showing improvements that make the hearts of the farmers glad. A majority of the Richmond dealers are attending the annual convention of the Tobacco Association of the United States, which is being held on board an Old Dominion steamship,

which commenced to plow the waters of the Atlantic last Friday night. However, there were some few among the package dealers who found too much active business at home to permit of their attending this convention on the sea, and it is reported that they made some very good sales of brights the past week. The demand for package lots is good, and the business in this line in Richmond the past week was fairly active.

**Tobacco Market Closes.**  
Blacksburg, Va., July 2.—The tobacco market has closed here for the season, the town having sold more than in any previous year. There was about 4,500,000 pounds sold here this season. About the average crop has been planted in this section. It has been well worked and is looking very well, and the present indication is that there will be a good crop. The Blacksburg Agricultural Fair, which will take place on October 20 and 21, has offered cash prizes on all grades of tobacco which is raised in this section.

**Tobacco Report From Danville.**  
Danville, Va., July 2.—Beginning with the first day of the month, the sales of loose tobacco will be suspended till the first of October. The past week the sales were very

## RICHMOND GENIUS MAKES A WHEEL OF HEALTHY DANES

Shelton's Turbine Threatens to  
Revolutionize Water Mills  
for Grain and Saws.

LAWYER-INVENTOR IN FRONT  
TALK TO BRIGHT FOREIGNER

The Big Wheel and What It Is  
Expected to Do—Great  
Virginia Enterprise.

It is rather hard to imagine that a lawyer, especially a Richmond lawyer, with an office practice and a courthouse practice of sufficient dimensions to keep him busy more than half the hours in every day of twenty-four hourly divisions, could find time to let the inventive genius that was born in him have any kind of sway, but the fact is that such a lawyer in this city has allowed his inventive mind to work overtime for the past several years, and the final result is that he has successfully carried through a piece of mechanism which in the future will surely bring to him much greater profits than his law practice.

Intimate friends of this lawyer have known for several years that he was at work on a new invention for the generation of water power, and which, if successful, as it now undoubtedly is, would mean a big addition to Richmond's already large industrial and manufacturing interests, and also to the enlargement of the income of the inventor.

**Tested Before Talked About.**  
The details, however, were carefully withheld until the inventor could thoroughly test his new machine. When this was done, and well done, there were some financial troubles of a general character that made it difficult to finance a new invention, however meritorious it might seem to be on its face, but the inventor, knowing full well that he had a good thing, was patient and long-suffering. Now, however, all tests necessary have been made, all financial arrangements have been completed, the machines are being made by one of the best equipped factories in the whole country, and the Shelton turbine wheel is on the market.

The inventor of this wonderful wheel is James I. Shelton, of this city, and his invention is known in the hydraulic world as a turbine water wheel. The turbine wheel was first invented in France in 1827 by M. Fourneyron, and it at once was seen that it had many advantages over other styles of water motors, such as high speed and its adaptability to low heads of water. But it was also found to be a most efficient motor when working at less than full power, and the chief efforts along this line have been to raise the partial gate results, as it is thereby adapted the wheel to the constant change of conditions in a water-power plant. Most streams are very variable in their volume of supply, while the throwing on and off of machinery connected with the wheel requires that the motor shall be capable of producing the highest efficiency when subjected to these varying conditions; and especially does this become imperative where the water must be paid for by the month or year.

**Why Others Failed.**  
Notwithstanding the many efforts of inventors to make the turbine efficient, it is admitted that little real advance has heretofore been made. This failure

(Continued on Last Page.)

## CAPE CHARLES; HOW IT BECAME GREAT

The "Nyp and N." Road  
Got in There on  
Three Feet.

### MANY POTATOES AND MUCH FRUIT

What the Men at Home Think of  
Their Sandy Town, Where the  
Atlantic Ocean and the Great  
Bay Get Together—Various  
News Items of  
Interest.

BY FRANK S. WOODSON.

The industrial editor of The Times-Dispatch has been trying for a long time to get down on the Eastern Shore and find out for himself what the people down there are doing to make old Virginia great. Right well do I know that they have been doing great things, for who is there in all Virginia who has not heard of the big potatoes and the big melons and the big cucumbers and all the other kinds of big things they grow down there?

Well, I just have not had the chance to go, and so I wrote to some fellows down there to tell me about things on the Eastern Shore. I. J. Burbage, the secretary of the Cape Charles Board of Trade, promised me a whole lot of data, but Burbage is a modest kind of a fellow, too modest in fact, in that he does not like to blow his own horn. I could not persuade him to come right out in the open and talk about Cape Charles and the Eastern Shore as I thought he ought to do. I then took hold of J. F. Burk, the special correspondent of The Times-Dispatch. Burk is not so awfully modest, but he is thoroughly accurate, and what he says on any subject can be implicitly relied upon.

**What Burk Says.**  
He has written me a right good story of Cape Charles and the surrounding country, and if he has not got it down fine just according as the actual facts justify I will catch up with him, for before the summer shall be gone I am going down on the Eastern Shore to see for myself. Here is what Burk says:

Cape Charles, the southern terminus of the Pennsylvania Railroad system, a prosperous and a thriving shipping point and retail center, is situated at a distance of about fourteen miles from the southern extremity of the Virginia Peninsula, and is distant thirty-eight miles north and east of Norfolk across the Chesapeake Bay. Cape Charles has a population today of nearly 2,000 persons, and it is experiencing an era of development along all lines which is of the most permanent and progressive character, because it springs from, and is the result of, superior natural advantages derived from the town's bayside location and transportation facilities, and from its being surrounded by one of the most resourceful truck farming sections of the entire country.

**Terminal Point.**  
At the terminus of the New York, Philadelphia and Norfolk Railroad, Cape Charles is the headquarters for all the executive officers of this division of the Pennsylvania system, and the home location of a large number of persons who are employed in the various departments of the service. It is also one of the most important ferry or transfer points of the country, hundreds of cargoes being transferred from barges to the railroad, or vice versa, en route from all points throughout the North and South. Hundreds of passengers are also daily being transferred from the arriving and departing steamships and trains, so that the depot, wharf and railroad yards are busy places all the year around.

Few points in the United States excel Cape Charles as a market for sweet and Irish potatoes. The best of market conditions are maintained by buyers, whose alertness and progressiveness, combined with their reliability, give to the grower the "top of the market." The potatoes being made to all territory North and South and as far West as the Rocky Mountains.

**Figures That Tell.**  
Some idea of Cape Charles' importance as a transfer and shipping point for potatoes may be gained when it is stated that during the trucking season it is not an unusual experience to handle on the wharves in one day over 15,000 barrels, besides carloads of other kinds of farm produce. As the potatoes are a supply for the celebrated Cherrystone oysters, demand for which comes constantly from all parts of the country, a great deal of capital and labor is employed in this industry in Cape Charles, and its activities are contributing factor to local economic conditions.

Cape Charles, being the largest town and leading trade centre of Northampton county, is the source of supply for all the people of this section for all their needs for personal use or consumption, and for household and farm equipment; and the energy, enterprise and business ability of its merchants have made it a popular market. The business of the town is so successful that it cannot be excelled anywhere, not even excepting any of the large cities.

**Trading at Home.**  
As a retail centre Cape Charles has during the recent past grown steadily in popularity and prestige. This fact is realized when the stock equipments of to-day are compared with those of a few years ago in the new enterprises that have been established, and which have been successful, and in the efforts of the business people to introduce conditions whose convenience, variety of assortment and low prices have created an established preference for trading at home.

**Municipal Advantages.**  
There is an organized volunteer fire (Continued on Last Page.)